

Mr. Chairman, the reason for this amendment, which strikes the funds for the administration to spend money with discussion teams and working groups on this particular project, is because this is a project which cries out for congressional oversight, of which right now there is none. Now, as a representative of a border State, and having represented all the California-Mexican border at one time, my questions would be: What security matters are being discussed right now with these thousands of new trucks which will be transiting this 12-lane highway? What percent of the trucks will be checked? What transparency will be involved with respect to the driving records, and more importantly, the criminal records of the people behind the wheels of these trucks? What are the plans in place to put together a security apparatus to ensure that we have more than 1 percent or 2 percent of this vehicular trade checked?

Now, this is a working group which is proceeding, which claims that it has no plans to participate in what they call this private program to deliver this 12-lane highway straight across the middle of the United States connecting Mexico and Canada. Yet, in their own description of what they do, they claim that they undertake these working groups to facilitate multimodal corridors and alleviate bottlenecks at the border.

Alleviating bottlenecks at the border, Mr. Chairman, when you only are checking 1 to 2 percent of the cargo containers coming in right now, is a code word for less security, these so-called "fast passes," these passes in which you go through the security apparatus in a matter of seconds rather than in a matter of hours.

So I think that it's time, before they facilitate this multimodal operation, for the administration to consult Congress. It's time for our oversight.

At this point, I would like to yield to the cosponsor of this amendment, the gentlelady from Ohio (Ms. KAPTUR).

Ms. KAPTUR. I thank the gentleman for yielding and in support of the Hunter-Kaptur amendment. It is a simple limitation amendment. And frankly, one of the chief reasons I'm supporting it, in addition to all the excellent reasons Mr. HUNTER has given, is that the administration refuses to report back to Congress its negotiation on this Security and Prosperity Partnership and its impact in a number of areas, including transportation. They have been intransigent, they have been unresponsive and, frankly, they've been secretive. And this is going to have an enormous impact on public welfare across this continent, particularly in our country.

The gentleman talks about security. I support him in that. Right now we've got a situation under NAFTA where so many of our jobs and production platforms have been outsourced to Mexico. We've got all these illegal trucks coming in. They're even making their way

all the way to Ohio, up into Detroit, causing us all kinds of difficulty. We need transparency and we need disclosure about what the Security and Prosperity Partnership is all about. The Administration, even on our request, refuses to answer inquiries about the SPP.

Due to NAFTA, we just have tremendous problems with additional illegal drugs in our area coming in transported in a lot of these vehicles that are coming from the border, and in many ways we already have an unregulated flow across our continent.

So I really support the gentleman's efforts here. We need transparency. We need disclosure. We don't need to expand the difficulties we're already having as a result of what has transpired with NAFTA. And with the size of the roadways that are being talked about, and the possibility they will be privatized tollways, we need to have reporting back from this administration.

So I support the gentleman's amendment very strongly.

Mr. HUNTER. Mr. Chairman, I reserve the balance of my time.

The Acting CHAIRMAN. The gentleman's time has expired.

Mr. KNOLLENBERG. Mr. Chairman, I claim the time in opposition.

The Acting CHAIRMAN. The gentleman is recognized for 5 minutes.

Mr. KNOLLENBERG. I, frankly, am not in favor, and I must oppose this amendment because I think any super-highway between Mexico, the U.S. and Canada, and there are no funds in this bill for this mythical private road, I just don't believe that this super-highway is something that we should get into.

And furthermore, this amendment puts a stop on several transportation-related initiatives between my State, which is Michigan, my city and Canada. For example, we've been working for years to improve the crossing at the Ambassador Bridge between Detroit and Windsor. That's the busiest, it isn't the second busiest, it's the busiest U.S.-Canadian crossing in our country. This amendment would stop years of work and cooperative efforts that we've been working on.

And another example of a cooperative effort under this partnership is aviation. I've got to tell you that there are three international airports in my area, all of which fly into Canada. DOT and Canada are working together to ensure that travel between the two countries is smooth, free and safe.

□ 1830

I would say, free of any burdensome barriers. This amendment would put all of the U.S.-Canada transportation initiatives to an end. That would be detrimental to the Nation.

I think the amendment is one that is a broad brush. It tries to actually focus on one thing, but it is too broad. In fact, it contains some elements that bring about a real problem. I think that they can do much better if they ever redrafted this.

But here is the story. There is no superhighway in this bill. There is not. But there are good initiatives in this bill, ongoing initiatives, that are vital to our country.

Mr. Chairman, I recommend a "no" vote on this amendment.

Mr. Chairman, I yield back the balance of my time.

Mr. OLIVER. Mr. Chairman, I move to strike the last word.

The Acting CHAIRMAN. The gentleman from Massachusetts is recognized for 5 minutes.

Mr. OLIVER. I yield to the gentlewoman from Ohio.

Ms. KAPTUR. Mr. Chairman, I would just like to respond to the gentleman from Michigan and say that my district borders Canada too, across Lake Erie. The planes fly over our border, and we go up to Michigan and we take the Ambassador Bridge and so forth up into Canada. So we share those concerns. But what we don't share is our dismay at the lack of transparency that characterizes the Bush administration. What exactly are they discussing with the Government of Canada, with the Government of Mexico and other governments in the Americas?

We have a right to know. We have a right to participate. We want transparency and disclosure on the SPP. Their secretiveness about what is going on is a deep concern. Vote for the Hunter-Kaptur amendment.

Mr. OLIVER. Mr. Chairman, reclaiming my time, the ranking member, it seems to me, makes some very good points. I know how concerned he is about the impact that this might have, that may be unintended consequences in relation to the northern border with a prohibition of this nature. I think we need to be concerned about unintended consequences in which worthwhile activities that we might want to support might be eliminated by it.

Mr. Chairman, reluctantly I am going to vote against this amendment.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from California (Mr. HUNTER).

The question was taken; and the Acting Chairman announced that the ayes appeared to have it.

Mr. KNOLLENBERG. Mr. Chairman, I demand a recorded vote.

The Acting CHAIRMAN. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from California will be postponed.

AMENDMENT OFFERED BY MR. JORDAN OF OHIO

Mr. JORDAN of Ohio. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment offered by Mr. JORDAN of Ohio: At the end of the bill (before the short title), insert the following new section:

SEC. \_\_\_\_\_. Each amount appropriated or otherwise made available by this Act that is